



Regional Transportation Authority

KEY INDICATOR REPORT

November 1985

Prepared by the Planning Department

1985

Approved by the Board of Directors

- ▣ **Budget Variance**
- ▣ **Financial Position**
- ▣ **Ridership Results**
- ▣ **Performance Indicators**

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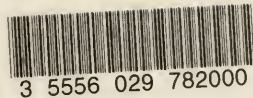


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SECTION I
BUDGET VARIANCE

FY 85 CHICAGO TRANSIT AUTHORITY BUDGET VARIANCE
(S000's OMITTED)

| | NOVEMBER 1985 | | | ELEVEN MONTHS | | YTD |
|--------------------------------|-----------------|-----------------|-----------------------|------------------|------------------|-----------------|
| | ACTUAL | BUDGET | VARIANCE | ACTUAL | BUDGET | VARIANCE |
| <u>REVENUE</u> | | | | | | |
| Passenger | \$23,029 | \$22,843 | \$ 186 | \$251,908 | \$249,886 | \$ 2,022 |
| Other | 4,135 | 3,830 | 305 | 17,549 | 13,467 | 4,082 |
| Total Revenue | <u>\$27,164</u> | <u>\$26,673</u> | <u>\$ 491</u> | <u>\$269,457</u> | <u>\$263,353</u> | <u>\$ 6,104</u> |
| <u>EXPENSES</u> | | | | | | |
| Operating Expenses | <u>\$49,921</u> | <u>\$49,689</u> | <u>\$ <232></u> | <u>\$531,377</u> | <u>\$545,943</u> | <u>\$14,566</u> |
| <u>PUBLIC FUNDING REQUIRED</u> | | | | | | |
| Operations | \$22,757 | \$23,016 | \$ 259 | \$261,920 | \$282,590 | \$20,670 |
| Capital Related | - | 115 | 115 | 37 | 1,281 | 1,244 |
| Total Funding | <u>\$22,757</u> | <u>\$23,131</u> | <u>\$ 374</u> | <u>\$261,957</u> | <u>\$283,871</u> | <u>\$21,914</u> |
| Recovery Ratio w/o carryover | 54.41% | 53.68% | | 50.71% | 48.24% | |
| Carryover Applied Earned | \$<1,924> | \$<1,551> | | \$ <791> | \$ 12,676 | |
| Recovery Ratio w/carryover | <u>50.56%</u> | <u>50.56%</u> | | <u>50.56%</u> | <u>50.56%</u> | |

COMMENTS

CURRENT MONTH

CTA's revenue was \$491,000 or 1.8% over budget and expenses were \$232,000 or 0.5% over budget in November. Funding requirement was \$374,000 or 1.6% less than budget. The actual recovery ratio of 54.41% exceeded the budgeted ratio of 53.68%.

Passenger revenues were favorable by 0.8% due to an increase in ridership. Monthly pass revenue increased 12.8% over last November's results, but much of this is attributable to riders switching out of paying daily full fares. The favorable variance in Investment Income, largely the result of interest revenue from grant anticipation notes, is primarily responsible for the favorable variance in Other Revenue.

Operating Expenses were unfavorable by 0.5% in November. Labor, Fuel, and Electric Power had favorable variances of 0.2%, 3.4%, and 10.3% respectively. The average loaded wage rate, which includes fringe benefits, was \$19.56/hour or 34¢/hour favorable. The average fuel price was 84.5¢ per gallon, which is favorable by 6.7¢ to the budgeted fuel price of 91.2¢ per gallon. The 6.6% unfavorable variance in Materials is attributable to the writing off of obsolete materials. The 9% unfavorable variance in All Other Expenses is primarily due to expenses associated with the Grant Anticipation Notes and the contracting out of Special Services.

YEAR TO DATE

Total Revenue was favorable by 2.3% due primarily to increased ridership and to interest revenue from grant anticipation notes. Operating expenses were favorable by 2.7%. Labor, Fuel, Electric Power, and All Other Expenses had favorable variances of 2.4%, 14.9%, 4.7% and 9.4% respectively. Materials expense, however, was unfavorable by 6.6% due to several extraordinary events that occurred earlier this year and to the write off of obsolete materials.

The combination of reduced expenses and increased revenues has resulted in a favorable variance in the CTA's deficit of \$21.9 million or 7.7% through November.

FY85 COMMUTER RAIL DIVISION BUDGET VARIANCE
(\$000's OMITTED)

| | NOVEMBER 1985 | | | ELEVEN MONTHS | | YTD |
|--------------------------------|-----------------|-----------------|-----------------|------------------|------------------|-----------------|
| | <u>ACTUAL</u> | <u>BUDGET</u> | <u>VARIANCE</u> | <u>ACTUAL</u> | <u>BUDGET</u> | <u>VARIANCE</u> |
| <u>REVENUE</u> | | | | | | |
| Passenger | \$10,224 | \$10,095 | \$ 129 | \$113,215 | \$112,221 | \$ 994 |
| Other | 647 | 223 | 424 | 6,802 | 2,763 | 4,039 |
| Total Revenue | <u>\$10,871</u> | <u>\$10,318</u> | <u>\$ 553</u> | <u>\$120,017</u> | <u>\$114,984</u> | <u>\$ 5,033</u> |
| <u>EXPENSE</u> | | | | | | |
| Operating Expenses | \$19,354 | \$19,974 | \$ 620 | \$215,914 | \$222,409 | \$ 6,495 |
| Additional Compensation | 191 | 209 | 18 | 2,323 | 2,363 | 40 |
| Total Expenses | <u>\$19,545</u> | <u>\$20,183</u> | <u>\$ 638</u> | <u>\$218,237</u> | <u>\$224,772</u> | <u>\$ 6,535</u> |
| <u>PUBLIC FUNDING REQUIRED</u> | | | | | | |
| Deficit | \$ 8,674 | \$ 9,865 | \$1,191 | \$ 98,220 | \$109,788 | \$11,568 |
| Less In-Kind Assistance | - | - | - | <233> | - | 233 |
| Funding Required | <u>\$ 8,674</u> | <u>\$ 9,865</u> | <u>\$1,191</u> | <u>\$ 97,987</u> | <u>\$109,788</u> | <u>\$11,801</u> |
| Depreciation | \$ 233 | \$ 216 | \$ <17> | \$ 2,580 | \$ 2,371 | \$ <209> |
| Recovery Ratio | <u>56.29%</u> | <u>51.68%</u> | | <u>55.65%</u> | <u>51.70%</u> | |

COMMENTS

CURRENT MONTH

The Commuter Rail Division's Revenues were \$553,000 or 5.4% over budget and expenses were \$638,000 or 3.2% under budget. Funding requirement was \$1,191,000 favorable to the budget. Actual recovery ratio of 56.29% exceeded the budgeted mark of 51.68%. While the system-wide passenger revenue is slightly ahead of the budget, the BN, NS and NIRC are showing moderate unfavorable passenger revenue variances due to the fare demonstration program effective August 1, 1985. The favorable other revenue variance is influenced by NIRC's favorable variance of \$599,000.

The favorable operating expense variance is attributable primarily to the favorable variances reported by BN (\$540,000) and ICG (\$388,000) which are partially offset by the QNW's unfavorable variance of \$503,000, and the favorable fuel cost variance of \$201,000.

YEAR TO DATE

Passenger revenues were 0.9% favorable to the budget. The favorable other revenue variance was primarily influenced by NIRC's favorable variance of \$4.3 million. The major contributing factors are higher interest income, information system cost allocations, administration of other railroads, and the capital projects overhead absorption.

Operating expenses were 2.9% under budget. Labor cost savings and lower than budgeted fuel cost were the major factors to the favorable expense variance. Recovery ratio of 55.65% is favorable to the budgeted ratio of 51.70%. Funding requirement is \$11.8 million or 10.7% lower than the budget.

FY85 SUBURBAN BUS DIVISION BUDGET VARIANCE
(\$000's OMITTED)

| | <u>NOVEMBER 1985(A)</u> | | | <u>ELEVEN MONTHS YTD</u> | | |
|-----------------------------------|-------------------------|-----------------|-----------------|--------------------------|-----------------|-----------------|
| | <u>ACTUAL</u> | <u>BUDGET</u> | <u>VARIANCE</u> | <u>ACTUAL</u> | <u>BUDGET</u> | <u>VARIANCE</u> |
| <u>REVENUE</u> | | | | | | |
| Passenger | \$ 1,453 | \$ 1,557 | \$ (104) | \$16,093 | \$15,984 | \$ 109 |
| Other | <u>77</u> | <u>-</u> | <u>77</u> | <u>420</u> | <u>-</u> | <u>420</u> |
| Total Revenue | <u>\$ 1,530</u> | <u>\$ 1,557</u> | <u>\$ (27)</u> | <u>\$16,513</u> | <u>\$15,984</u> | <u>\$ 529</u> |
| <u>EXPENSES</u> | | | | | | |
| Operating Expenses | <u>\$ 5,611</u> | <u>\$ 5,803</u> | <u>\$ 192</u> | <u>\$56,371</u> | <u>\$59,892</u> | <u>\$3,521</u> |
| <u>PUBLIC FUNDING REQUIRED(B)</u> | <u>\$ 4,081</u> | <u>\$ 4,246</u> | <u>\$ 165</u> | <u>\$39,858</u> | <u>\$43,908</u> | <u>\$4,050</u> |
| Required Recovery Ratio | <u>27.27%</u> | <u>26.83%</u> | | <u>29.56%</u> | <u>26.69%</u> | |

COMMENTS

CURRENT MONTH

Passenger revenues for November were unfavorable by \$104,000 or 6.7% reflecting the late implementation of new services and the cancellation of select services. Other revenue sources, primarily investment income and miscellaneous income, totaled \$77,000 and partially offset the unfavorable passenger revenue variance.

Total expenses were 3.3% or \$192,000 favorable to budget. The favorable expense variance is attributable to late service implementation delays and lower than budgeted fuel prices. Public funding required for November was 3.9% favorable to budget or \$165,000 due to the favorable variances. This resulted in a recovery ratio of 27.27%, favorable to the budgeted 26.83%.

YEAR-TO-DATE

For the Year-To-Date, passenger revenue was \$109,000 or .7% favorable to budget. Total revenues were 3.3% favorable to budget or \$529,000, due to \$420,000 in revenue from investment income and miscellaneous income.

Total expenses were 5.9% favorable to budget, or \$3.5 million for the Year-To-Date. Contributing to this variance were trends established earlier this year such as lower fuel prices, favorable labor contract settlements, administrative staff levels below budget and effective cost management in the funded carrier programs. Public funding required was 9.2% or \$4.1 million favorable to budget. The actual recovery ratio was 29.56% compared to the budgeted ratio of 26.69%.

- A. This report is based upon preliminary numbers for the month and Year-To-Date as reported by the SBD Budget Division.
- B. In calculating the recovery ratio for the Year-To-Date it is necessary to subtract \$508,000 dollars from Total Expenses. This is the amount of capital purchases made within an operating account.

SECTION 11
FINANCIAL POSITION

REGIONAL TRANSPORTATION AUTHORITY
COMBINED BALANCE SHEET
NOVEMBER 30, 1985
(in thousands)

| | General | | Agency | | General | | Agency | | General | |
|----------------------------------------------------------|-----------|---------|-----------|--------|---------|---------|--------|--------|-----------|----------|
| | Fund | Account | Fund | Assets | Fund | Account | Fund | Assets | Fund | Assets |
| ASSETS: | | | | | | | | | | |
| Current assets: | | | | | | | | | | |
| Cash and investments: | | | | | | | | | | |
| Unrestricted: | | | | | | | | | | |
| Working cash | \$100,701 | | \$ 22,002 | | | | | | \$10,948 | \$11,494 |
| Restricted: | | | | | | | | | 566 | 8,104 |
| Capital grants | 47,902 | | | | | | | | 837 | 2,464 |
| Other restricted | 2,765 | | | | | | | | | |
| Retailers' occupation and use tax (sales tax) receivable | 9,213 | | 52,215 | | | | | | 76 | |
| Accrued revenues: | | | | | | | | | 1,356 | |
| Public transportation fund | 154 | | | | | | | | 580 | |
| Public transportation tax (gas tax) | 68 | | | | | | | | 4,575 | |
| Technical studies grants | 252 | | | | | | | | 100,000 | |
| Interest | 2,009 | | | | | | | | 227 | |
| Capital grants receivable | 700 | | | | | | | | 4,828 | |
| Advances to service divisions: | | | | | | | | | 478 | |
| For operations: | | | | | | | | | | |
| Commuter Rail Division | 13,021 | | | | | | | | | |
| Suburban Bus Division | 7,509 | | | | | | | | | |
| Federal operating grant | 4,828 | | | | | | | | | |
| Prepaid issue expenses | 581 | | | | | | | | | |
| Other | 455 | | | | | | | | | |
| Total current assets | 190,238 | | 74,277 | | | | | | 65,765 | 585 |
| Fixed assets: | | | | | | | | | | |
| Furniture & equipment | | | | | | | | | | |
| Total fixed assets | | | | | | | | | | |
| Total assets | \$190,238 | | \$74,277 | | | | | | \$190,238 | \$74,277 |
| Total assets—all funds (memo only) | \$265,100 | | | | | | | | \$265,100 | |
| LIABILITIES AND FUND BALANCE: | | | | | | | | | | |
| Current liabilities: | | | | | | | | | | |
| Accrued operating assistance: | | | | | | | | | | |
| Chicago Transit Authority | | | | | | | | | | |
| Commuter Rail Division | | | | | | | | | | |
| Suburban Bus Division | | | | | | | | | | |
| Accrued capital assistance: | | | | | | | | | | |
| Chicago Transit Authority | | | | | | | | | | |
| Commuter Rail Division | | | | | | | | | | |
| Other interagency payables | | | | | | | | | | |
| Accounts payable—accrued expenses | | | | | | | | | | |
| 1985 Working cash notes | | | | | | | | | | |
| Deferred premium—notes | | | | | | | | | | |
| Deferred federal operating grant | | | | | | | | | | |
| Deferred capital grant | | | | | | | | | | |
| Sales tax distributions due to service divisions | | | | | | | | | | |
| Total current liabilities | | | | | | | | | 52,215 | |
| Fund balance: | | | | | | | | | 124,473 | 74,277 |
| Reserved for local match—capital grants | | | | | | | | | 30,747 | |
| Reserved for capital projects not funded by UMTA or IDOT | | | | | | | | | 15,801 | |
| Available for current appropriations | | | | | | | | | 19,217 | |
| General fixed assets account group | | | | | | | | | | 585 |
| Total fund balance | | | | | | | | | | 585 |
| Total liabilities and fund balance | | | | | | | | | \$190,238 | \$74,277 |
| Total liabilities and fund balance—all funds (memo only) | | | | | | | | | \$265,100 | |

REGIONAL TRANSPORTATION AUTHORITY
GENERAL FUND
STATEMENT OF REVENUES AND EXPENDITURES
AND CHANGES IN FUND BALANCE
FOR THE MONTH ENDED NOVEMBER 30, 1985
(In thousands)

REVENUES:

| | |
|-----------------------------------------------|---------------|
| Retailers' occupation and use tax (sales tax) | \$ 4,179 |
| Public transportation fund | 6,967 |
| Federal operating assistance grant | 4,827 |
| Technical studies grants | 59 |
| Interest | 1,023 |
| Link-up | 50 |
| Other | 30 |
| | <hr/> |
| Total revenues | <u>17,135</u> |

EXPENDITURES:

| | |
|-------------------------------------------------------------|------------------|
| Financial assistance to service divisions: | |
| Operating grants: | |
| Chicago Transit Authority | 10,001 |
| Commuter Rail Division | < 25> |
| Suburban Bus Division | 1,371 |
| Capital grant - local match | 90 |
| Capital grant - 100% funded by RTA | 1,307 |
| Link-up | 80 |
| Ridership Information, marketing and demonstration programs | 183 |
| Administration | 194 |
| Other regional costs | 176 |
| Unified work program | 72 |
| Professional services - 1985 notes | 68 |
| Interest: | |
| 1983 notes | - |
| 1985 notes | 452 |
| | <hr/> |
| Total expenditures | <u>13,969</u> |
| Changes in fund balance before transfer | 3,166 |
| Transfer to general fixed assets account group | < 120> |
| Changes in general fund balance | 3,046 |
| General fund balance at October 31, 1985 | <u>62,719</u> |
| General fund balance at November 30, 1985 | <u>\$ 65,765</u> |

REGIONAL TRANSPORTATION AUTHORITY
GENERAL FUND
STATEMENT OF REVENUES AND EXPENDITURES
AND CHANGES IN FUND BALANCE
FOR THE ELEVEN MONTHS ENDED NOVEMBER 30, 1985
(In thousands)

REVENUES:

| | |
|-----------------------------------------------|----------------|
| Retailers' occupation and use tax (sales tax) | \$ 45,513 |
| Public transportation fund | 75,856 |
| Federal operating assistance grant | 53,103 |
| Technical studies grants | 382 |
| Interest | 6,565 |
| Link-up | 565 |
| Other | 77 |
| | <hr/> |
| Total revenues | <u>182,061</u> |

EXPENDITURES:

| | |
|-------------------------------------------------------------|----------------------|
| Financial assistance to service divisions: | |
| Operating grants: | |
| Chicago Transit Authority | 126,729 |
| Commuter Rail Division | 3,744 |
| Suburban Bus Division | 10,347 |
| Capital grant - local match | 2,353 |
| Capital grant - 100% funded by RTA | 10,121 |
| Link-up | 918 |
| Ridership information, marketing and demonstration programs | 2,169 |
| Administration | 3,880 |
| Other regional costs | 998 |
| Unified work program | 258 |
| Professional services - 1985 notes | 239 |
| Interest: | |
| 1983 notes | 238 |
| 1985 notes | 1,583 |
| | <hr/> |
| Total expenditures | <u>163,577</u> |
| Changes in fund balance before transfer | 18,484 |
| Transfer to general fixed assets account group | <u>< 278 ></u> |
| Changes in general fund balance | 18,206 |
| General fund balance at December 31, 1984 | <u>47,559</u> |
| General fund balance at November 30, 1985 | <u>\$ 65,765</u> |

REGIONAL TRANSPORTATION AUTHORITY
GENERAL FUND
STATEMENT OF CHANGES IN FUND BALANCE
FOR THE ELEVEN MONTHS ENDED NOVEMBER 30, 1985
(in thousands)

| | <div> <div>Reserved for Capital Grants</div> <div>20% Local Match</div> <div>100% RIA Funded</div> <div>Service Divisions</div> </div> | RIA | <div> <div>Available for Current</div> <div>Appropriations</div> </div> | Total |
|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------------------------------------------------|-----------------|
| Balance December 31, 1984 | \$19,700 | - | \$27,859 | \$47,559 |
| Changes in fund balance | | | 18,206 | 18,206 |
| Additional reserve | 13,400 | 200 | <39,600> | |
| Capital expenditures | <2,353> | <278> | 12,752 | |
| Balance November 30, 1985 | <u>\$10,747</u> | <u>\$5782</u> | <u>\$19,217</u> | <u>\$35,732</u> |

REGIONAL TRANSPORTATION AUTHORITY
AGENCY FUND
STATEMENT OF CHANGES IN ASSETS AND LIABILITIES
FOR THE MONTH ENDED NOVEMBER 30, 1985
(in thousands)

| | Balance October 31, 1985 | Additions | Deductions | Balance November 30, 1985 |
|-------------------------------------------------------------|-----------------------------|-----------------|-----------------|------------------------------|
| ASSETS: | | | | |
| Retailers' occupation and use tax (sales tax) receivable | <u>\$50,591</u> | <u>\$23,686</u> | <u>\$22,062</u> | <u>\$52,215</u> |
| LIABILITIES: | | | | |
| Sales tax distribution due to service divisions | <u>\$50,591</u> | <u>\$23,686</u> | <u>\$22,062</u> | <u>\$52,215</u> |
| Chicago Transit Authority | \$26,583 | \$12,339 | \$11,494 | \$27,428 |
| Commuter Rail Division | 18,426 | 8,700 | 8,104 | 19,022 |
| Suburban Bus Division | 5,582 | 2,647 | 2,464 | 5,765 |
| | <u>\$50,591</u> | <u>\$23,686</u> | <u>\$22,062</u> | <u>\$52,215</u> |

REGIONAL_TRANSPORTATION_AUTHORITY
AGENCY_FUND
STATEMENT OF CHANGES IN ASSETS AND LIABILITIES
FOR THE ELEVEN MONTHS ENDED NOVEMBER 30, 1985
(in thousands)

| | Balance January 1, 1985 | Additional | Deductions | Balance November 30, 1985 |
|-------------------------------------------------------------|----------------------------|------------------|------------------|------------------------------|
| ASSETS: | | | | |
| Retailers' occupation and use tax (sales tax) receivable | <u>\$58,039</u> | <u>\$257,910</u> | <u>\$263,734</u> | <u>\$52,215</u> |
| LIABILITIES: | | | | |
| Sales tax distribution due to service divisions | <u>\$58,039</u> | <u>\$257,910</u> | <u>\$263,734</u> | <u>\$52,215</u> |
| Chicago Transit Authority | \$30,192 | \$135,051 | \$137,815 | \$27,428 |
| Commuter Rail Division | 21,364 | 94,244 | 96,586 | 19,022 |
| Suburban Bus Division | 6,483 | 28,615 | 29,333 | 5,765 |
| | <u>\$58,039</u> | <u>\$257,910</u> | <u>\$263,734</u> | <u>\$52,215</u> |

REGIONAL TRANSPORTATION AUTHORITY
STATEMENT OF APPROPRIATIONS
FOR THE ELEVEN MONTHS ENDED NOVEMBER 30, 1985
(In thousands)

| | <u>ACTUAL</u> | | | <u>BUDGET</u> |
|-------------------------------------------------------------|------------------|------------------|------------------|------------------|
| | <u>General</u> | <u>Agency</u> | <u>Funds</u> | <u>Funds</u> |
| | <u>Fund</u> | <u>Fund</u> | <u>Combined</u> | <u>Combined</u> |
| | | <u>Sales</u> | | |
| | | <u>Tax</u> | | |
| <u>Sources of Funds:</u> | | | | |
| Retailers' occupation & use tax (sales tax) | \$45,513 | \$257,910 | \$303,423 | \$304,514 |
| Public transportation fund | 75,856 | | 75,856 | 75,220 |
| Public transportation tax (gas tax) | - | | - | 91 |
| Federal operating assistance grant | 53,103 | | 53,103 | 53,166 |
| Other grants and reimbursements | 459 | | 459 | 548 |
| Interest | 6,565 | | 6,565 | 5,551 |
| Link up | 565 | | 565 | - |
| | | | | |
| Total sources of funds | <u>\$182,061</u> | <u>\$257,910</u> | <u>\$439,971</u> | <u>\$439,090</u> |
| <u>Uses of Funds:</u> | | | | |
| Financial assistance to service divisions: | | | | |
| Operating grants: | | | | |
| Chicago Transit Authority | \$126,729 | \$135,051 | \$261,780 | \$285,692 |
| Commuter Rail Division | 3,744 | 94,244 | 97,988 | 109,778 |
| Suburban Bus Division | 10,347 | 28,615 | 38,962 | 43,907 |
| Capital grants | 12,474 | | 12,474 | 36,300 |
| Link up | 918 | | 918 | - |
| Ridership Information, marketing and demonstration programs | 2,169 | | 2,169 | 2,602 |
| Administration | 3,864 | | 3,864 | 4,449 |
| Other regional costs | 998 | | 998 | 992 |
| Unified work program | 258 | | 258 | 520 |
| Professional services - 1985 notes | 239 | | 239 | - |
| Interest | 1,821 | | 1,821 | 1,745 |
| Relocation costs | 16 | | 16 | 113 |
| | | | | |
| Total uses of funds | <u>\$163,577</u> | <u>\$257,910</u> | <u>\$421,487</u> | <u>\$486,098</u> |

SECTION III
RIDERSHIP RESULTS

RIDERSHIP

RTA Systemwide ridership was up 1% for the month of November when compared to November 1984. On an average weekday basis ridership increased 3.5%.

Metra led the service divisions with a total increase of 2.2% for the month and an average weekday increase of 3.2%. CTA was up 1.0% for the month with an average weekday increase of 3.5%. Pace ridership dropped 1.3% for the month but rose by 2.3% on an average weekday basis. For Pace, the monthly results marked the first such decline in more than three years.

The table below summarizes RTA and service division results for November.

| | Total 11/85 vs. 11/84 <u>Increase</u> (Decrease) | Avg. Weekday* 11/85 vs. 11/84 <u>Increase</u> (Decrease) |
|---------------------------|-----------------------------------------------------------|-------------------------------------------------------------------|
| Chicago Transit Authority | 1.0 | 3.5 |
| Commuter Rail Division | 2.2 | 3.2 |
| Suburban Bus Division | <u>(1.3)</u> | <u>2.3</u> |
| RTA Systemwide | 1.0 | 3.5 |

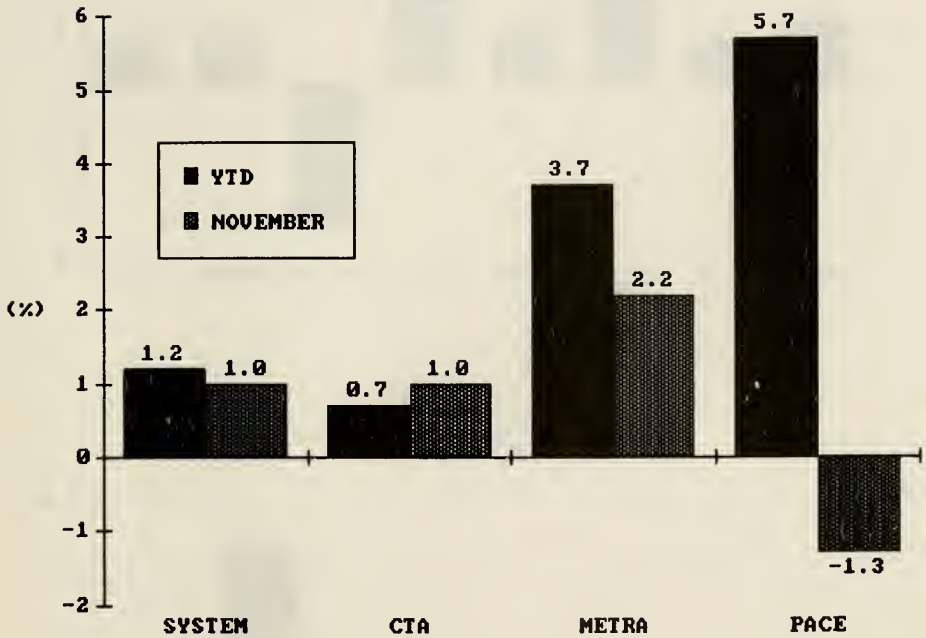
*There were 21 working weekdays in November, 1984 vs. 20 in November, 1985.

Table III-A shows additional detail on November ridership changes for each service division. For CTA, rapid transit had an increase of 1.6% while bus increased .8%. Metra ridership gains were led by ICG with a 3.1% increase.

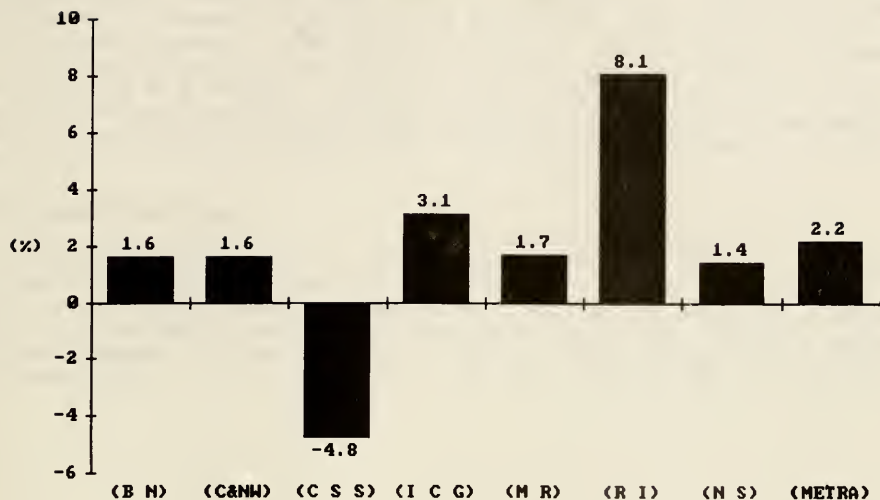
Pace South led suburban bus with a 4.5% ridership increase. However, Naperville was the only other suburban carrier which increased ridership in November.

| | November, 1985 vs. November, 1984 <u>% Increase (Decrease)</u> |
|---------------------------------------------------|-------------------------------------------------------------------------|
| <u>Chicago Transit Authority</u> | |
| Rapid Transit | 1.6 |
| Bus | <u>0.8</u> |
| CTA (Overall) | 1.0 |
| <u>Commuter Rail Division</u> | |
| Burlington Northern, Inc. | 1.6 |
| Chicago & North Western Transportation Company | 1.6 |
| North Line | 2.2 |
| Northwest Line | 0.5 |
| West Line | 2.5 |
| Chicago, South Shore and South Bend Railroad | (4.8) |
| Illinois Central Gulf Railroad Company | 3.1 |
| Main Line | 3.6 |
| Blue Island | 1.8 |
| South Chicago | (3.6) |
| Joliet (Diesel) | 25.3 |
| NIRC-Milwaukee Road District | 1.7 |
| North Line | 3.0 |
| West Line | 0.6 |
| NIRC-Rock Island District | 8.1 |
| Norfolk Southern | <u>1.4</u> |
| CRD (Overall) | 2.2 |
| <u>Suburban Bus Division</u> | |
| City of Aurora | (2.9) |
| City of Elgin | (7.4) |
| Village of Glen Ellyn | (8.5) |
| City of Highland Park | (5.5) |
| Joliet Mass Transit District | (3.1) |
| Melrose Park | (2.0) |
| City of Naperville | 2.5 |
| Village of Niles | (9.1) |
| North Suburban Mass Transit District | (1.3) |
| PACE Oak Lawn Division | (0.9) |
| PACE South Holland Division | 4.5 |
| PACE Waukegan Division | (0.1) |
| PACE West Towns Division | (0.4) |
| Village of Wilmette | (14.3) |
| Other Contract Services | (2.4) |
| Paratransit | <u>(3.8)</u> |
| SBD (Overall) | (1.3) |

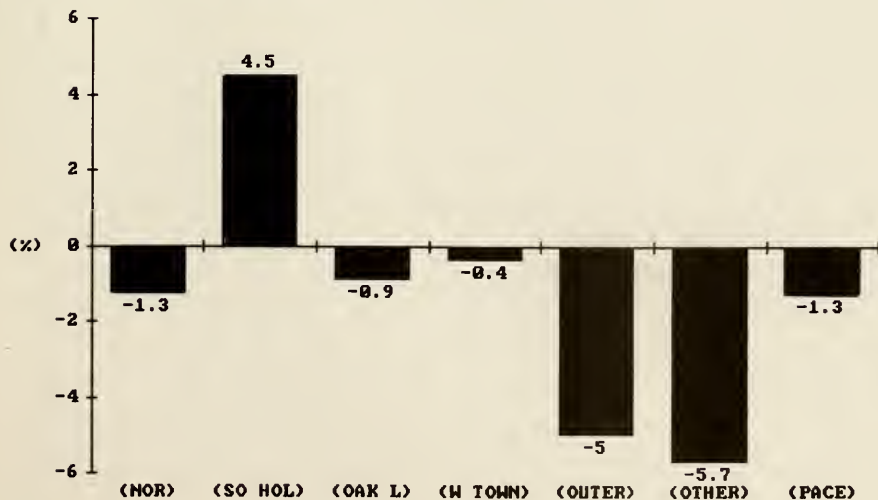
**YTD AND MONTHLY RIDERSHIP GROWTH
BY SERVICE DIVISION**



METRA NOVEMBER RIDERSHIP CHANGE BY
CARRIER



PACE NOVEMBER RIDERSHIP CHANGE BY
CARRIER



Latest 12 Months vs. Prior 12 Months

Table III-B shows the average ridership change for the 12 months ending November, 1985 compared to the prior 12 month period. Despite its poor performance in November, Pace continued to lead the service divisions with a 5.9% average increase in ridership over the period. Metra ridership increased 3.7% on a moving annual basis with the South Shore continuing to lead all rail carriers with an 8.0% gain. CTA was up .6% for the period, with rapid transit gaining 1.5% compared to the bus mode's .3% gain. As the year-end approaches, this statistic obviously approximates the year-to-date performance discussed below.

Year-to-date and Trend

The year-to-date figures illustrate the positive trend for ridership throughout the system. Tables III-C, III-D, and III-E show monthly ridership data for CTA, Metra, and Pace respectively, and include the monthly percent change during 1985 as well as the cumulative result for the year-to-date. Through November, CTA was up 1.2% for the year, Metra gained 3.7%, and Pace increased 5.7%.

| CHICAGO TRANSIT AUTHORITY | | COMMUTER RAIL DIVISION | | SUBURBAN BUS DIVISION | |
|---------------------------|------------|------------------------------------------------|------------|--------------------------------------|------------|
| MODE | % CHANGE | CARRIER | % CHANGE | CARRIER | % CHANGE |
| Rapid Transit | 1.5 | Burlington Northern, Inc. | 3.0 | City of Aurora | 2.1 |
| Bus | <u>0.3</u> | Chicago & North Western Transportation Company | 1.3 | City of Elgin | (1.5) |
| CTA Total | 0.6 | North Line | 1.9 | Village of Glen Ellyn | 6.3 |
| | | Northwest Line | 0.3 | City of Highland Park | 38.6 |
| | | West Line | 2.2 | | |
| | | Chicago, South Shore and South Bend Railroad | 8.0 | Joliet Mass Transit District | (0.7) |
| | | | | Melrose Park | 0.0 |
| | | Illinois Central Gulf Railroad Company | | City of Naperville | 17.5 |
| | | Main Line | 5.5 | Village of Niles | 2.8 |
| | | South Chicago | 5.2 | | |
| | | Blue Island | 4.4 | North Suburban Mass Transit District | 2.8 |
| | | Joliet (Diesel) | 5.5 | | |
| | | | 17.8 | PACE Oak Lawn Division | (1.0) |
| | | NIRC - Milwaukee Road District | 3.9 | PACE South Holland Division | 14.5 |
| | | North Line | 4.1 | | |
| | | West Line | 3.7 | PACE Waukegan Division | 17.1 |
| | | NIRC - Rock Island District | 7.6 | PACE West Towns Division | 8.0 |
| | | Norfolk Southern | <u>3.3</u> | Village of Wilmette | (3.8) |
| | | CRD Total | 3.7 | Other Contract Services | (2.0) |
| | | | | Paratransit | <u>5.9</u> |
| | | | | SBD Total | 5.9 |

*December 1984 through November 1985 vs. December 1983 through November 1984.

CHICAGO TRANSIT AUTHORITY
RIDERSHIP COMPARISON
JANUARY, 1980 THROUGH PRESENT

| ---MONTH--- | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1985 vs. 1984 ---INCREASE--- (DECREASE) |
|-------------|--------------------|--------------------|--------------------|--------------------|--------------------|------------|-----------------------------------------------|
| JANUARY | 55,683,530 | 52,120,984 | 47,089,934 | 49,656,281 | 51,400,780 | 52,080,480 | 1.3% |
| FEBRUARY | 54,420,803 | 50,578,487 | 49,131,152 | 48,431,669 | 51,586,527 | 49,749,390 | (3.6%) |
| MARCH | 59,805,583 | 59,487,977 | 55,912,741 | 55,277,889 | 55,662,071 | 56,143,718 | 0.9% |
| APRIL | 59,709,415 | 56,115,537 | 52,390,996 | 51,849,280 | 53,024,678 | 55,450,815 | 4.6% |
| MAY | 59,597,765 | 54,920,752 | 51,872,146 | 52,804,385 | 55,914,074 | 56,627,732 | 1.3% |
| JUNE | 57,203,455 | 54,471,871 | 51,713,721 | 51,902,458 | 53,389,008 | 52,049,939 | 2.5% |
| JULY | 57,771,943 | 52,938,749 | 49,714,189 | 48,802,385 | 51,433,967 | 52,935,246 | 2.9% |
| AUGUST | 57,250,060 | 50,574,144 | 51,500,476 | 51,333,079 | 53,306,545 | 53,273,662 | (0.1%) |
| SEPTEMBER | 59,266,605 | 52,086,123 | 51,050,463 | 51,553,908 | 51,269,589 | 52,534,905 | 2.5% |
| OCTOBER | 63,124,248 | 56,619,523 | 53,761,198 | 50,731,877 | 58,768,323 | 58,768,323 | (0.1%) |
| NOVEMBER | 55,779,018 | 51,618,001 | 50,837,007 | 52,139,900 | 52,787,871 | 53,326,160 | <u>1.0%</u> |
| DECEMBER | <u>57,024,335</u> | <u>51,747,624</u> | <u>51,094,061</u> | <u>50,130,470</u> | <u>49,641,826</u> | | <u>0.7%</u> |
| TOTAL | <u>696,636,760</u> | <u>643,279,772</u> | <u>616,068,084</u> | <u>614,613,581</u> | <u>638,185,259</u> | | |

*Year-to-date increase (decrease) vs. same period prior year.

COMMUTER RAIL
RIDERSHIP COMPARISON
JANUARY, 1980 THROUGH PRESENT

| ---MONTH--- | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1985 vs. 1984 ---INCREASE--- (DECREASE) |
|-------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|-----------------------------------------------|
| JANUARY | 6,758,959 | 6,656,836 | 5,215,794 | 5,059,170 | 5,232,350 | 5,465,007 | 4.4% |
| FEBRUARY | 6,521,583 | 6,398,061 | 5,167,448 | 4,860,172 | 4,987,709 | 5,195,698 | 4.2% |
| MARCH | 6,779,951 | 6,821,841 | 5,426,940 | 5,064,469 | 5,173,575 | 5,268,670 | 1.8% |
| APRIL | 6,798,116 | 6,486,758 | 5,110,178 | 4,822,204 | 5,076,345 | 5,367,075 | 5.7% |
| MAY | 6,765,738 | 6,139,395 | 5,013,941 | 4,870,972 | 5,217,631 | 5,417,474 | 3.8% |
| JUNE | 6,866,342 | 6,693,991 | 5,270,921 | 4,957,945 | 5,199,122 | 5,299,241 | 1.9% |
| JULY | 6,853,312 | 5,846,163 | 4,988,348 | 4,783,482 | 5,213,466 | 5,500,162 | 5.5% |
| AUGUST | 6,787,746 | 5,164,671 | 5,156,461 | 5,003,460 | 5,216,924 | 5,456,558 | 4.6% |
| SEPTEMBER | 6,972,340 | 5,021,780 | 4,337,008 | 4,932,347 | 5,029,344 | 5,279,451 | 5.0% |
| OCTOBER | 6,938,614 | 5,046,079 | 4,817,846 | 4,958,490 | 5,490,259 | 5,622,807 | 2.4% |
| NOVEMBER | 6,674,157 | 5,091,207 | 5,034,791 | 4,980,058 | 5,224,839 | 5,342,166 | <u>2.2%</u> |
| DECEMBER | <u>7,173,888</u> | <u>5,008,850</u> | <u>4,947,075</u> | <u>4,902,208</u> | <u>5,012,124</u> | <u>5,342,166</u> | <u>3.7%</u> |
| | <u>81,890,746</u> | <u>70,375,632</u> | <u>50,486,751</u> | <u>59,194,977</u> | <u>62,073,688</u> | | |

*Year-to-date increase (decrease) vs. same period prior year.

SUBURBAN BUS
RIDERSHIP COMPARISON
JANUARY--1980--THROUGH--PRESENT

| ---MONTH--- | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1985 vs. 1984 ---INCREASE--- (DECREASE) |
|-------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|-----------------------------------------------|
| JANUARY | 3,207,789 | 3,158,206 | 2,040,708 | 2,481,781 | 2,847,785 | 3,119,878 | 9.6% |
| FEBRUARY | 3,163,737 | 3,018,036 | 2,201,977 | 2,428,935 | 2,939,595 | 3,028,625 | 3.0% |
| MARCH | 3,316,266 | 3,259,248 | 2,552,904 | 2,802,895 | 3,150,816 | 3,335,209 | 5.9% |
| APRIL | 3,327,688 | 3,082,643 | 2,345,942 | 2,585,633 | 2,977,854 | 3,331,169 | 11.9% |
| MAY | 3,269,149 | 2,941,752 | 2,237,863 | 2,645,864 | 3,231,130 | 3,433,443 | 6.3% |
| JUNE | 2,927,076 | 1,502,104 | 2,224,356 | 2,459,198 | 2,855,352 | 2,905,118 | 1.7% |
| JULY | 2,849,905 | 1,226,319 | 2,087,073 | 2,213,260 | 2,743,104 | 3,007,323 | 9.6% |
| AUGUST | 2,890,767 | 1,411,721 | 2,187,364 | 2,495,868 | 3,030,884 | 3,157,449 | 4.2% |
| SEPTEMBER | 3,396,375 | 1,803,750 | 2,470,182 | 2,763,639 | 2,921,683 | 3,199,504 | 9.5% |
| OCTOBER | 3,656,220 | 2,001,480 | 2,515,993 | 2,871,819 | 3,492,202 | 3,623,543 | 3.8% |
| NOVEMBER | 3,190,968 | 1,949,261 | 2,424,513 | 2,816,275 | 3,204,632 | 3,162,923 | <u>(1.3%)</u> |
| DECEMBER | <u>3,039,554</u> | <u>2,030,897</u> | <u>2,401,242</u> | <u>2,647,621</u> | <u>2,866,336</u> | <u>3,261,373</u> | 5.7%* |
| | <u>38,235,494</u> | <u>27,385,417</u> | <u>27,690,117</u> | <u>31,212,788</u> | <u>36,261,373</u> | | |

*Year-to-date increase (decrease) vs. same period prior year.

SECTION IV
PERFORMANCE INDICATORS

PERFORMANCE INDICATORS

Chicago Transit Authority

CTA performance indicators for November show a significant improvement in revenue to cost ratio compared to the same period of 1984. This improvement occurred despite a 14.5% increase in expenses for the system, primarily due to monies received by the CTA for the sale and lease-back of rolling stock. Such revenues account for more than 50% of the revenue increase for November.

The dramatic 20.9% increase in operating expense per revenue mile for the period is due to higher operating expenses in the administrative and maintenance areas combined with a 5% decline in revenue miles. Increases in administrative cost are attributed to expenses in the legal area for the recent labor arbitration settlement; accounting adjustments made during November; and expenses resulting from the issuance of grant anticipation notes. In the maintenance area, component replacement campaigns for both rail and bus have resulted in significant increases in materials expenses. Additional maintenance expense increases are attributed to higher staffing levels.

Currently, CTA is unable to explain the 5% reduction in vehicle miles which contributed to both the increase in expenses per mile and to the drop in labor productivity in November. CTA staff are reviewing the reporting procedures to determine if operating miles are being accurately reported.

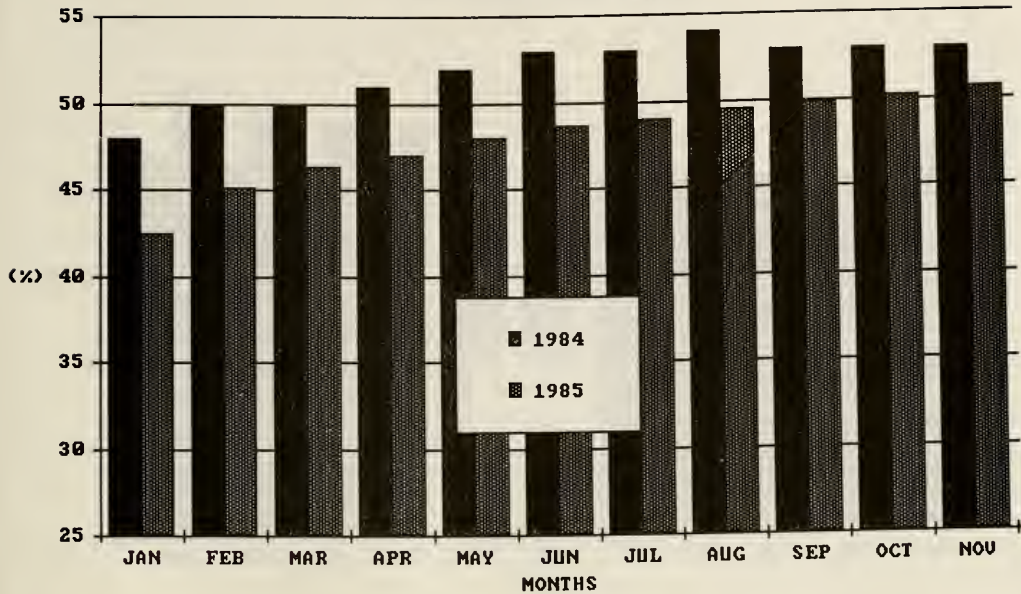
Because the variances discussed above have occurred late in the year, they have limited impact upon the year-to-date performance of the CTA. Also, the 1984 recovery ratio for the CTA no longer includes the one time grant received from the Chicago Urban Transportation District. This adjustment improves CTA's comparative performance by approximately 5 points. CTA expense performance for the year-to-date, reflected by expense per mile and per passenger, edged up in November to almost 8% over the prior year. Labor productivity and service effectiveness indicators for the system continue to run slightly ahead of 1984 for the year-to-date.

CHICAGO TRANSIT AUTHORITY: PERFORMANCE INDICATORS
FOR THE MONTH OF NOVEMBER, 1985

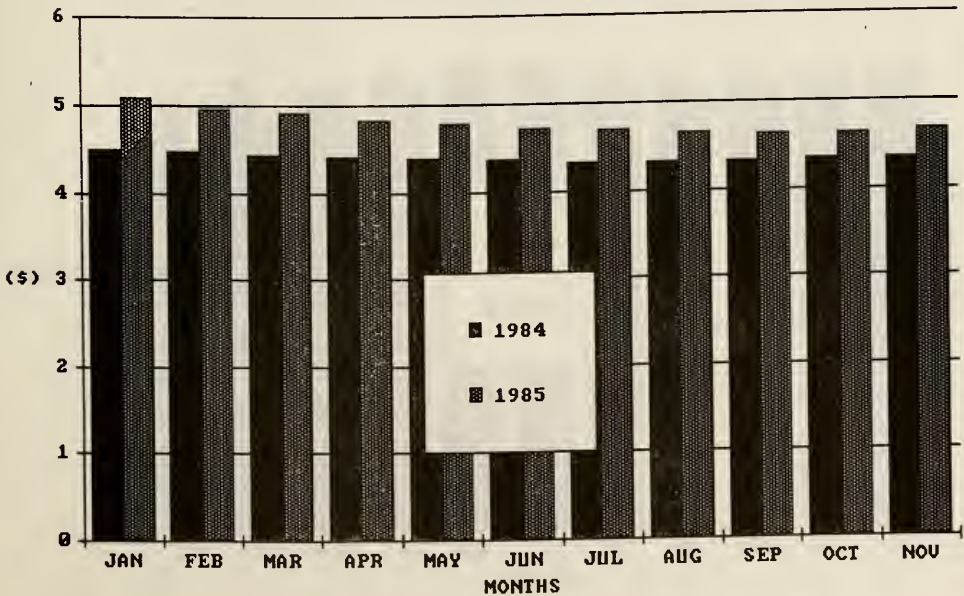
| | | Nov. 1985 | Nov. 1984 | % Change | YTD 1985 | YTD 1984 | % Change |
|---------------------------|------|--------------|--------------|-------------|-------------|-------------|-------------|
| Rapid Transit | | | | | | | |
| Oper. Rev./Oper. Exp. | (%) | 45.99 | 42.33 | 8.6 | 42.23 | 44.61 | (5.4) |
| Oper. Exp./Rev. Mile | (\$) | 4.75 | 4.01 | 18.5 | 4.32 | 4.03 | 7.2 |
| Oper. Exp./Pass. | (\$) | 1.35 | 1.28 | 5.8 | 1.34 | 1.24 | 7.8 |
| Rev. Hrs./Oper. Pay Hrs. | (%) | 51.65 | 53.94 | (4.2) | 54.29 | 52.42 | 3.6 |
| Rev. Miles/Mech. Work Hr. | | 34.57 | 39.89 | (13.4) | 39.25 | 37.99 | 3.3 |
| Pass./Rev. Mi. | | 3.51 | 3.13 | 12.0 | 3.22 | 3.24 | (0.6) |
| Pass./Rev. Hr. | | 87.23 | 78.90 | 10.6 | 80.13 | 81.62 | (1.8) |
| Motor Bus | | | | | | | |
| Oper. Rev./Oper. Exp. | (%) | 61.12 | 56.95 | 7.3 | 55.47 | 57.16 | (2.9) |
| Oper. Exp./Rev. Mile | (\$) | 5.37 | 4.39 | 22.4 | 4.90 | 4.52 | 8.3 |
| Oper. Exp./Pass. | (\$) | 0.75 | 0.70 | 7.8 | 0.75 | 0.71 | 6.1 |
| Rev. Hrs./Oper. Pay Hrs. | (%) | 77.46 | 82.14 | (5.7) | 81.29 | 81.48 | (0.2) |
| Rev. Miles/Mech. Work Hr. | | 25.49 | 27.76 | (8.2) | 28.33 | 28.58 | (0.9) |
| Pass./Rev. Mi. | | 7.14 | 6.29 | 13.5 | 6.51 | 6.38 | 2.1 |
| Pass./Rev. Hr. | | 71.69 | 63.55 | 12.8 | 65.37 | 64.41 | 1.5 |
| System Total | | | | | | | |
| Oper. Rev./Oper. Exp. | (%) | 55.58 | 51.55 | 7.8 | 50.66 | 52.67 | (3.8) |
| Oper. Exp./Rev. Mile | (\$) | 5.13 | 4.24 | 20.9 | 4.67 | 4.33 | 7.8 |
| Oper. Exp./Pass. | (\$) | 0.90 | 0.84 | 7.2 | 0.89 | 0.84 | 6.9 |
| Rev. Hrs./Oper. Pay Hrs. | (%) | 70.14 | 74.21 | (5.5) | 73.70 | 73.34 | 0.5 |
| Rev. Miles/Mech. Work Hr. | | 28.44 | 31.50 | (9.7) | 31.81 | 31.59 | 0.7 |
| Pass./Rev. Mi. | | 5.71 | 5.06 | 12.8 | 5.22 | 5.17 | 0.9 |
| Pass./Rev. Hr. | | 74.93 | 66.68 | 12.4 | 68.42 | 67.86 | 0.8 |

NOTE: CTA Performance indicators are based on "period" reports. These periods do not normally correspond exactly to a calendar month, but are typically within a few days in any given month.

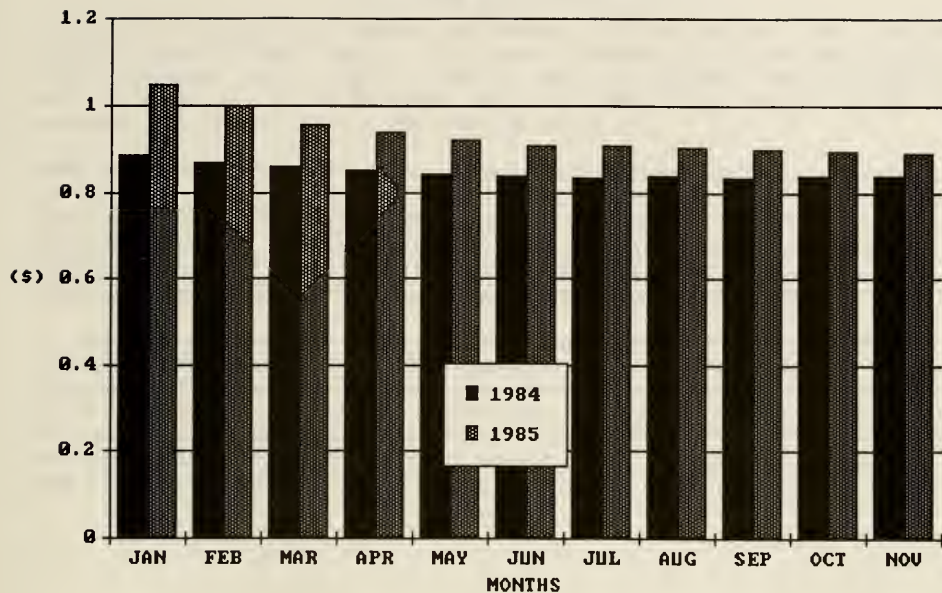
CTA YTD RECOVERY RATIO



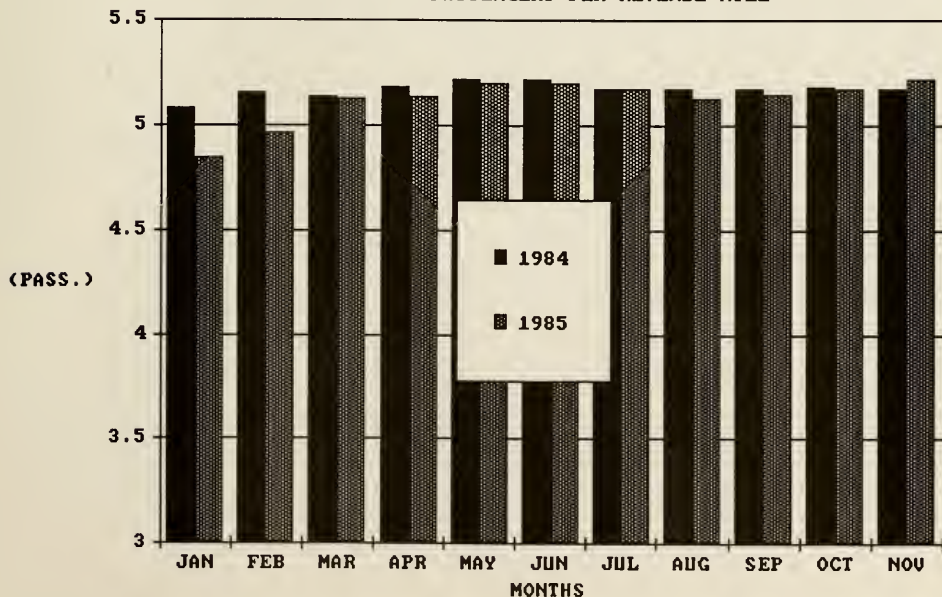
CTA YTD EXPENSE PER MILE



CTA YTD OPER. EXPEN. PER PASS.



CTA YTD PASSENGERS PER REVENUE MILE



Commuter Rail Division

Commuter Rail Division financial performance for November declined from 1984 and from year-to-date results. The system recovery ratio was over 6% below 1984 in November and is down by 3.6% for the year-to-date. Operating expense per revenue mile and per passenger were up almost 13% and 9% respectively in November, and 6% and 4% on a year-to-date basis.

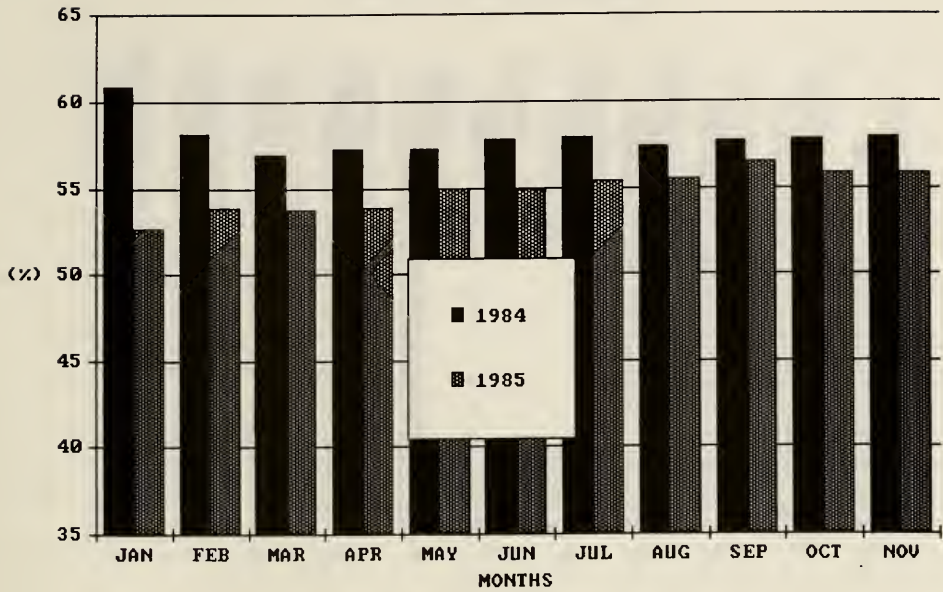
Peak period capacity utilization improved both for the month and year-to-date primarily due to increases on the ICG, NS and NIRC. On-time performance continues to lag from 1984 levels due to problems on the South Shore and Norfolk Southern. However, November performance did show improvement from prior months, reversing a negative trend. Service effectiveness, as shown by passengers per revenue mile, was up 4% for the month and by 2.1% year-to-date.

At the individual carrier level, the CNW experienced a significant decline in financial performance. The CNW recovery ratio dropped 22%, for November (partially attributed to increased NIRC administrative costs). However, South Shore, NS and NIRC all showed significant improvement in the recovery ratio indicator for November with increases of 20%, 10% and 11% respectively. For the year-to-date the South Shore is significantly behind 1984 performance in every area but ridership, while NS and BN show the most improvement.

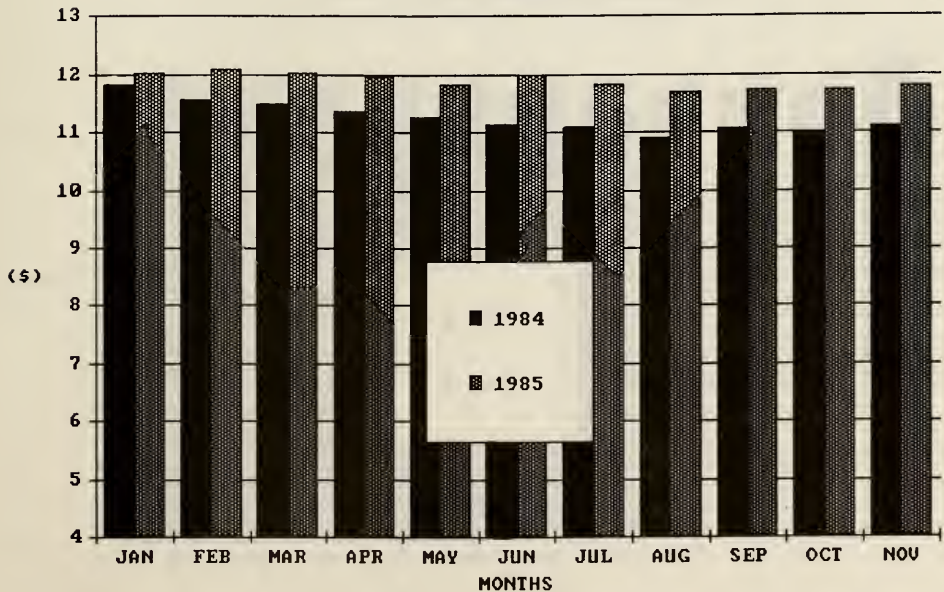
COMMUTER RAIL DIVISION: PERFORMANCE INDICATORS
FOR THE MONTH OF NOVEMBER, 1985

| | | <u>Nov.</u> <u>1985</u> | <u>Nov.</u> <u>1984</u> | <u>%</u> <u>Change</u> | <u>YTD</u> <u>1985</u> | <u>YTD</u> <u>1984</u> | <u>%</u> <u>Change</u> |
|------------------------------|------|----------------------------|----------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| Burlington Northern | | | | | | | |
| Oper. Rev./Oper. Exp. | (%) | 69.64 | 68.91 | 1.0 | 66.97 | 66.48 | 0.7 |
| Oper. Exp./Rev. Mile | (\$) | 10.67 | 10.85 | (1.6) | 11.16 | 11.58 | (3.7) |
| Oper. Exp./Pass. | (\$) | 2.60 | 2.72 | (4.7) | 2.82 | 2.97 | (5.2) |
| Peak Per. Cap. Util. | (%) | 89.20 | 83.90 | 6.3 | 87.90 | 86.70 | 1.4 |
| Trains On-Time | (%) | 98.10 | 97.50 | 0.6 | 97.20 | 97.40 | (0.2) |
| Pass./Rev. MI. | | 4.11 | 3.98 | 3.2 | 3.96 | 3.90 | 1.6 |
| Chicago Northwestern | | | | | | | |
| Oper. Rev./Oper. Exp. | (%) | 56.28 | 72.38 | (22.2) | 62.50 | 67.81 | (7.8) |
| Oper. Exp./Rev. Mile | (\$) | 10.60 | 8.15 | 30.0 | 9.26 | 8.61 | 7.6 |
| Oper. Exp./Pass. | (\$) | 3.68 | 2.90 | 26.7 | 3.36 | 3.14 | 7.1 |
| Peak Per. Cap. Util. | (%) | 76.10 | 74.60 | 2.0 | 76.20 | 75.70 | 0.7 |
| Trains On-Time | (%) | 95.70 | 95.00 | 0.7 | 95.00 | 94.80 | 0.2 |
| Pass./Rev. MI. | | 2.88 | 2.81 | 2.6 | 2.75 | 2.74 | 0.4 |
| Chicago South Shore | | | | | | | |
| Oper. Rev./Oper. Exp. | (%) | 54.71 | 45.64 | 19.9 | 36.19 | 50.17 | (27.9) |
| Oper. Exp./Rev. Mile | (\$) | 8.17 | 8.54 | (4.3) | 11.37 | 7.24 | 57.1 |
| Oper. Exp./Pass. | (\$) | 5.63 | 5.92 | (4.8) | 6.90 | 4.84 | 42.6 |
| Peak Per. Cap. Util. | (%) | 109.10 | 120.10 | (9.2) | 109.80 | 115.30 | (4.8) |
| Trains On-Time | (%) | 73.40 | 77.00 | (4.7) | 67.10 | 84.70 | (20.8) |
| Pass./Rev. MI. | | 1.45 | 1.44 | 0.5 | 1.65 | 1.50 | 10.1 |
| Illinois Central Gulf | | | | | | | |
| Oper. Rev./Oper. Exp. | (%) | 48.27 | 50.91 | (5.2) | 43.86 | 43.47 | 0.9 |
| Oper. Exp./Rev. Mile | (\$) | 14.96 | 13.47 | 11.0 | 15.33 | 14.15 | 8.4 |
| Oper. Exp./Pass. | (\$) | 4.16 | 3.90 | 6.7 | 4.40 | 4.30 | 2.3 |
| Peak Per. Cap. Util. | (%) | 72.40 | 62.00 | 16.8 | 68.20 | 64.20 | 6.2 |
| Trains On-Time | (%) | 96.40 | 96.70 | (0.3) | 94.80 | 96.00 | (1.3) |
| Pass./Rev. MI. | | 3.59 | 3.45 | 4.0 | 3.49 | 3.29 | 6.0 |
| Norfolk Southern | | | | | | | |
| Oper. Rev./Oper. Exp. | (%) | 114.26 | 103.63 | 10.3 | 95.12 | 76.00 | 25.2 |
| Oper. Exp./Rev. Mile | (\$) | 9.37 | 10.89 | (14.0) | 11.42 | 14.53 | (21.4) |
| Oper. Exp./Pass. | (\$) | 1.40 | 1.73 | (19.2) | 1.83 | 2.41 | (24.0) |
| Peak Per. Cap. Util. | (%) | 78.90 | 72.10 | 9.4 | 76.70 | 73.70 | 4.1 |
| Trains On-Time | (%) | 91.30 | 96.40 | (5.3) | 93.40 | 96.50 | (3.2) |
| Pass./Rev. MI. | | 6.68 | 6.28 | 6.4 | 6.23 | 6.03 | 3.4 |
| NIRC | | | | | | | |
| Oper. Rev./Oper. Exp. | (%) | 54.44 | 48.97 | 11.2 | 51.82 | 52.72 | (1.7) |
| Oper. Exp./Rev. Mile | (\$) | 14.14 | 13.31 | 6.3 | 13.89 | 12.92 | 7.6 |
| Oper. Exp./Pass. | (\$) | 4.52 | 4.50 | 0.4 | 4.71 | 4.47 | 5.3 |
| Peak Per. Cap. Util. | (%) | 79.00 | 72.00 | 9.7 | 76.70 | 74.60 | 2.8 |
| Trains On-Time | (%) | 96.40 | 98.30 | (1.9) | 97.80 | 97.60 | 0.2 |
| Pass./Rev. MI. | | 3.13 | 2.96 | 5.9 | 2.95 | 2.89 | 2.1 |
| System Total | | | | | | | |
| Oper. Rev./Oper. Exp. | (%) | 56.29 | 60.01 | (6.2) | 55.85 | 57.96 | (3.6) |
| Oper. Exp./Rev. Mile | (\$) | 12.17 | 10.78 | 12.9 | 11.78 | 11.09 | 6.2 |
| Oper. Exp./Pass. | (\$) | 3.74 | 3.43 | 8.8 | 3.77 | 3.63 | 3.9 |
| Peak Per. Cap. Util. | (%) | 79.40 | 75.20 | 5.6 | 78.10 | 77.30 | 1.0 |
| Trains On-Time | (%) | 95.10 | 95.60 | (0.5) | 94.20 | 95.60 | (1.5) |
| Pass./Rev. MI. | | 3.26 | 3.14 | 3.8 | 3.12 | 3.06 | 2.1 |

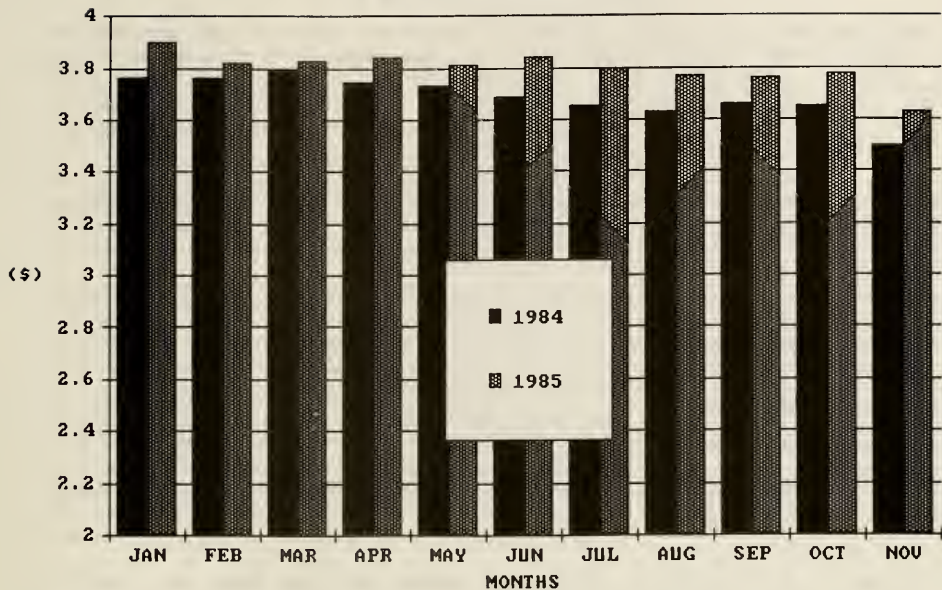
METRA YTD RECOVERY RATIO



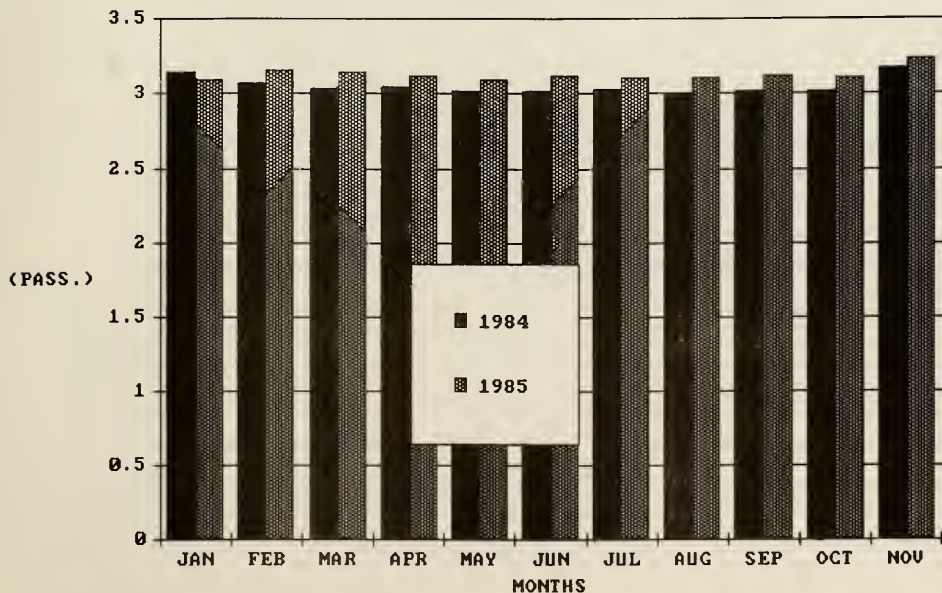
METRA YTD EXPENSE PER MILE



METRA YTD EXPENSE PER PASS.



METRA YTD PASSENGERS PER REVENUE MILE



Suburban Bus Division

The Suburban Bus Division continued to show good financial performance for the year-to-date with a 5% improvement in recovery ratio over 1984. However, in the month of November this ratio dropped nearly 7% primarily due to a 9% increase in expense per mile. Expense per passenger increased nearly 13% for the month, but is flat for the year-to-date.

Service effectiveness experienced a second month of decline in November. Passengers per revenue hour decreased by nearly 1%, and passengers per revenue mile fell by nearly 4%. However, both indicators remain positive on a year-to-date basis with each registering a nearly 4% increase.

Among the carrier groups Nortran's performance was strongest for the month on a financial basis. Nortran's recovery ratio and expense per mile performance were at the same level as last year, while expense per passenger was down 3%. Both the Pace Carriers and the Other Carriers showed recovery ratio dropping in excess of 10% for the month, while expense per mile increased 16% for Pace Carriers and nearly 10% for the Other Carriers. The negative performance of Pace Carriers is primarily due to a 38% increase in expense for Pace West, and a nearly 29% increase in expenses for Pace South. In the Other Carrier category, Joliet and Paratransit carriers each had expense increases of nearly 18% and 31% respectively. RTA staff are reviewing these increases with Pace staff.

It should be noted that the expense indicators for Pace have been adjusted to reflect a more accurate accounting of administrative costs.

SUBURBAN BUS DIVISION: PERFORMANCE INDICATORS
FOR THE MONTH OF NOVEMBER, 1985

| | | Nov. <u>1985</u> | Nov. <u>1984</u> | % <u>Change</u> | YTD <u>1985</u> | YTD <u>1984</u> | % <u>Change</u> |
|--------------------------|------|---------------------|---------------------|--------------------|--------------------|--------------------|--------------------|
| Nortran | | | | | | | |
| Oper. Rev./Oper. Exp. | (%) | 32.20 | 32.24 | (0.1) | 34.72 | 35.05 | (0.9) |
| Oper. Exp./Rev. Mile | (\$) | 2.97 | 2.99 | (0.6) | 2.53 | 2.45 | 3.1 |
| Oper. Exp./Pass. | (\$) | 1.30 | 1.34 | (3.0) | 1.15 | 1.16 | (0.8) |
| Rev. Hrs./Oper. Pay Hrs. | (%) | 86.55 | 85.85 | 0.8 | 89.77 | 93.33 | (3.8) |
| Pass./Rev. Mi. | | 2.28 | 2.22 | 2.5 | 2.20 | 2.12 | 3.8 |
| Pass./Rev. Hr. | | 32.67 | 33.78 | (3.3) | 31.73 | 29.55 | 7.4 |
| Pace Carriers | | | | | | | |
| Oper. Rev./Oper. Exp. | (%) | 35.17 | 41.45 | (15.2) | 34.82 | 33.25 | 4.7 |
| Oper. Exp./Rev. Mile | (\$) | 2.72 | 2.35 | 16.0 | 2.58 | 2.66 | (2.7) |
| Oper. Exp./Pass. | (\$) | 1.18 | 1.00 | 17.3 | 1.14 | 1.22 | (6.1) |
| Rev. Hrs./Oper. Pay Hrs. | (%) | 87.41 | 86.66 | 0.9 | 87.34 | 87.62 | (0.3) |
| Pass./Rev. Mi. | | 2.31 | 2.34 | (1.1) | 2.26 | 2.18 | 3.6 |
| Pass./Rev. Hr. | | 33.59 | 34.03 | (1.3) | 33.06 | 31.86 | 3.7 |
| Other Carriers | | | | | | | |
| Oper. Rev./Oper. Exp. | (%) | 21.54 | 24.46 | (11.9) | 27.68 | 27.33 | 1.3 |
| Oper. Exp./Rev. Mile | (\$) | 2.85 | 2.60 | 9.5 | 2.21 | 2.22 | (0.3) |
| Oper. Exp./Pass. | (\$) | 1.55 | 1.34 | 16.0 | 1.19 | 1.22 | (1.9) |
| Rev. Hrs./Oper. Pay Hrs. | (%) | 85.93 | 85.71 | 0.2 | 82.94 | 82.77 | 0.2 |
| Pass./Rev. Mi. | | 1.84 | 1.94 | (5.6) | 1.85 | 1.82 | 1.6 |
| Pass./Rev. Hr. | | 24.98 | 27.99 | (10.8) | 25.96 | 26.45 | (1.9) |
| System Total | | | | | | | |
| Oper. Rev./Oper. Exp.* | (%) | 27.41 | 29.39 | (6.7) | 29.70 | 28.26 | 5.1 |
| Oper. Exp./Rev. Mile | (\$) | 2.82 | 2.58 | 9.2 | 2.49 | 2.50 | (0.5) |
| Oper. Exp./Pass.* | (\$) | 1.76 | 1.56 | 12.8 | 1.56 | 1.56 | 0.0 |
| Rev. Hrs./Oper. Pay Hrs. | (%) | 86.84 | 86.23 | 0.7 | 86.96 | 88.04 | (1.2) |
| Pass./Rev. Mi. | | 2.20 | 2.22 | (0.9) | 2.16 | 2.09 | 3.5 |
| Pass./Rev. Hr. | | 31.38 | 32.61 | (3.8) | 31.13 | 30.01 | 3.7 |

Pace Carriers

West Division
South Division
Southwest Division
North Division

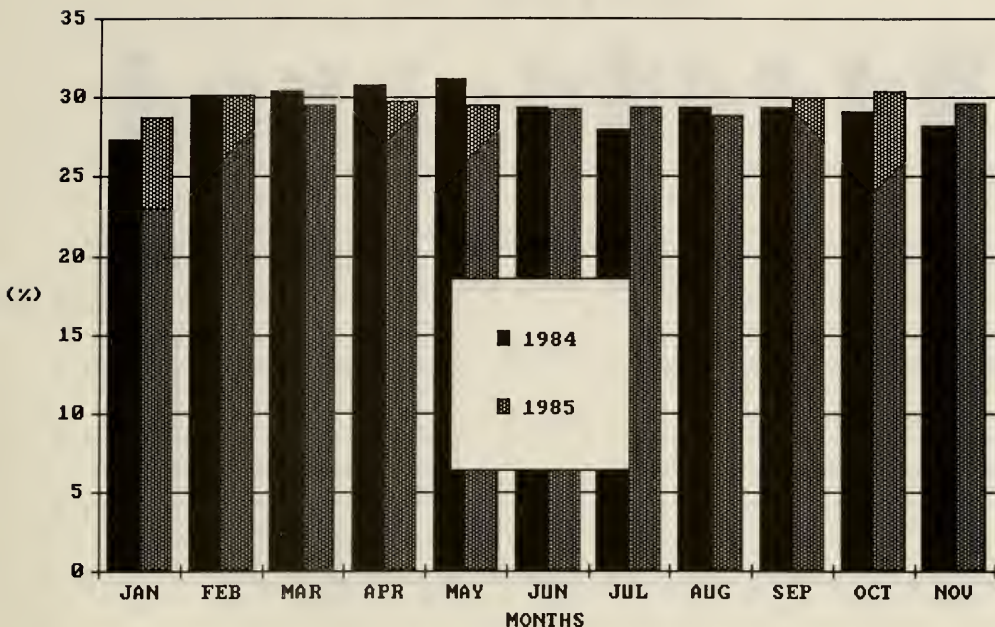
Other Carriers

Aurora
Elgin
Highland Park
Joliet
Wilmette

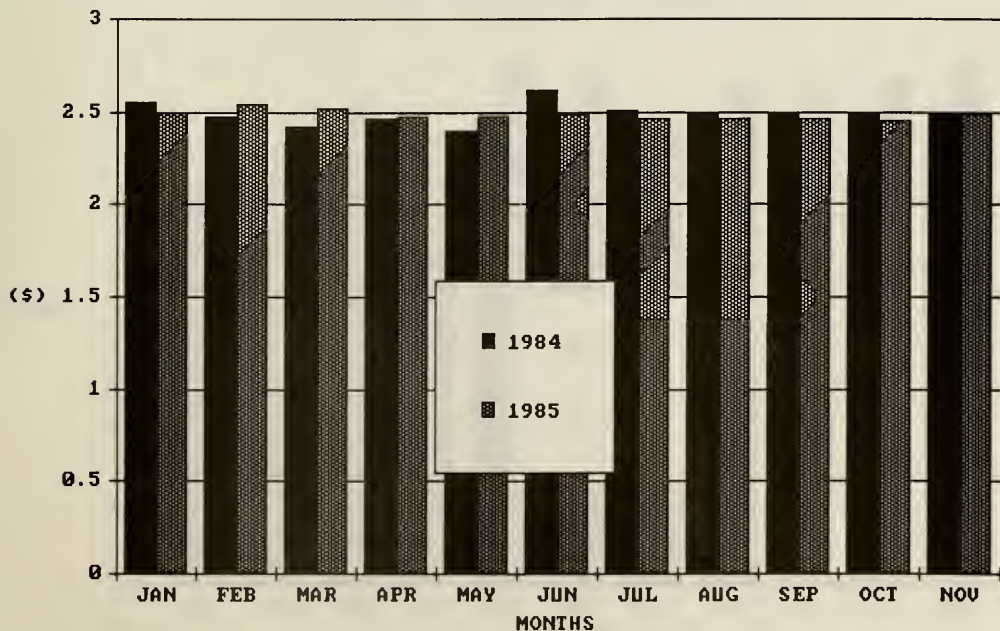
NOTE: System total is based on available carrier data and includes SBD administrative expense.

*Includes contract carrier and paratransit data.

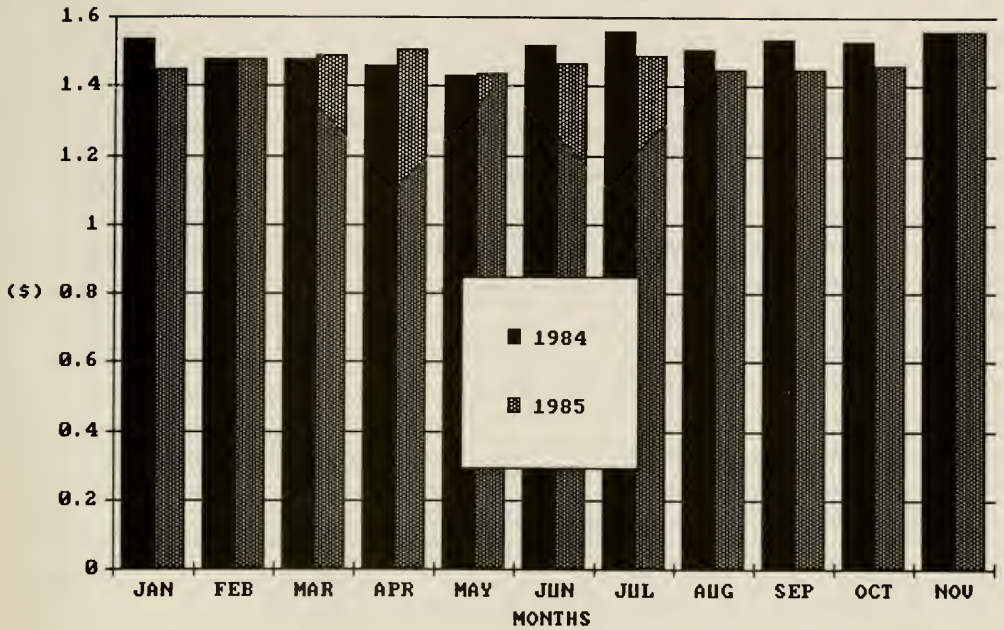
PACE RECOVERY RATIO YTD



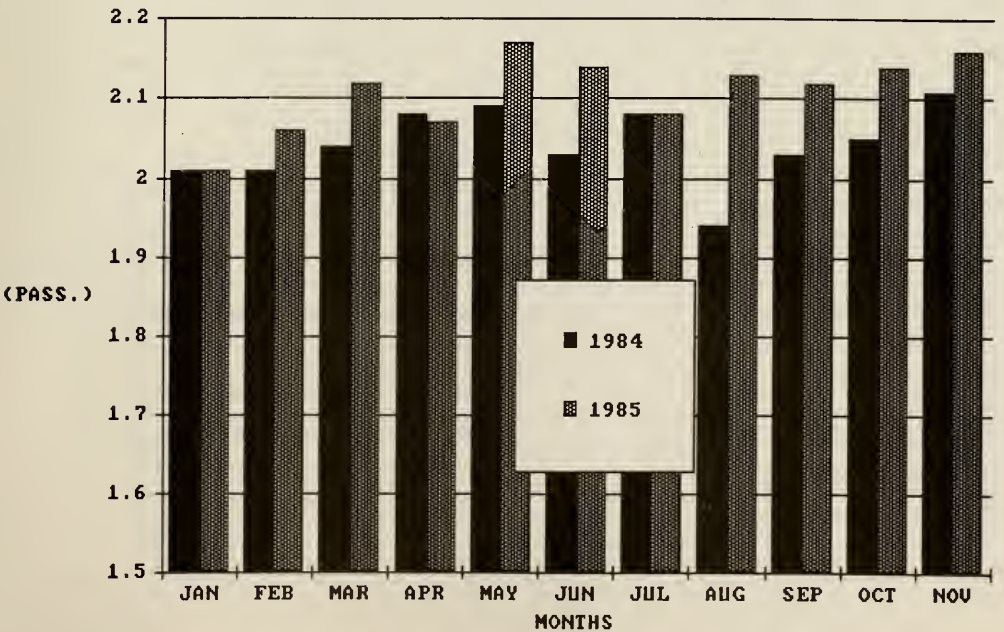
PACE YTD EXPENSE PER MILE



PACE YTD EXPENSE PER PASS.



PACE YTD PASSENGERS PER REVENUE MILE



APPENDIX A
CASH FLOW FORECAST

1986 CASHFLOW PROJECTION
(In Thousands of Dollars)

| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | TOTAL |
|----------------------------------|---------|---------|---------|---------|---------|--------|--------|--------|--------|--------|--------|--------|---------|
| | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ----- |
| BEGINNING BALANCE | 165,430 | 154,417 | 148,482 | 132,497 | 106,488 | 72,767 | 55,990 | 29,922 | 34,237 | 37,468 | 32,280 | 35,730 | 165,430 |
| RECEIPTS: | | | | | | | | | | | | | |
| SALES TAX | 29,376 | 36,425 | 31,940 | 26,610 | 24,491 | 29,981 | 30,753 | 35,727 | 27,600 | 33,839 | 29,287 | 29,833 | 365,862 |
| PUBLIC TRANS FUND | 7,344 | 9,106 | 7,985 | 6,653 | 6,123 | 7,495 | 7,688 | 8,932 | 6,900 | 8,460 | 7,322 | 7,458 | 91,466 |
| UNTA SECTION 9 | 0 | 0 | 29,000 | 0 | 0 | 0 | 0 | 0 | 29,000 | 0 | 0 | 0 | 58,000 |
| INTEREST INCOME/MISC | 1,119 | 949 | 978 | 977 | 821 | 455 | 350 | 187 | 214 | 234 | 202 | 223 | 6,709 |
| MOTOR FUEL TAX | 50 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 200 |
| UMP | 60 | 0 | 0 | 60 | 0 | 0 | 60 | 0 | 0 | 60 | 0 | 0 | 240 |
| MOBILITY LIMITED GRANT | 375 | 375 | 375 | 375 | 375 | 375 | 375 | 375 | 375 | 375 | 375 | 375 | 4,500 |
| NOTE PROCEEDS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECEIPTS | 38,324 | 46,855 | 70,278 | 34,725 | 31,810 | 38,306 | 39,276 | 45,221 | 64,089 | 43,018 | 37,186 | 37,889 | 526,977 |
| SALES TAX ALLOC | | | | | | | | | | | | | |
| CTA | 13,082 | 16,221 | 14,223 | 11,850 | 10,906 | 13,351 | 13,695 | 15,910 | 12,291 | 15,069 | 13,042 | 13,285 | 162,925 |
| CRD | 9,119 | 11,307 | 9,915 | 8,260 | 7,602 | 9,307 | 9,546 | 11,090 | 8,568 | 10,504 | 9,091 | 9,261 | 113,570 |
| SBD | 2,769 | 3,434 | 3,011 | 2,508 | 2,309 | 2,826 | 2,899 | 3,368 | 2,602 | 3,190 | 2,761 | 2,812 | 34,489 |
| MOBILITY LIMITED ALLOC | | | | | | | | | | | | | |
| CTA | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 3,000 |
| CRD | 41 | 42 | 42 | 41 | 42 | 42 | 41 | 42 | 42 | 41 | 42 | 42 | 500 |
| SBD | 84 | 83 | 83 | 84 | 83 | 83 | 84 | 83 | 83 | 84 | 83 | 83 | 1,000 |
| UNTA SECTION 9 ALLOC | | | | | | | | | | | | | |
| CTA | 0 | 0 | 25,047 | 0 | 0 | 0 | 0 | 0 | 25,047 | 0 | 0 | 0 | 50,094 |
| CRD | 0 | 0 | 2,482 | 0 | 0 | 0 | 0 | 0 | 2,482 | 0 | 0 | 0 | 4,964 |
| SBD | 0 | 0 | 1,470 | 0 | 0 | 0 | 0 | 0 | 1,470 | 0 | 0 | 0 | 2,940 |
| PTF ALLOCATION | | | | | | | | | | | | | |
| CTA | 6,301 | 7,813 | 6,851 | 5,708 | 5,254 | 6,431 | 6,596 | 7,664 | 5,920 | 7,259 | 6,282 | 6,399 | 78,478 |
| CRD | 223 | 276 | 242 | 202 | 186 | 227 | 233 | 271 | 209 | 256 | 222 | 226 | 2,773 |
| SBD | 820 | 1,017 | 892 | 743 | 684 | 837 | 859 | 998 | 771 | 945 | 818 | 833 | 10,217 |
| DISCRETIONARY FUNDS | | | | | | | | | | | | | |
| CTA | 332 | 411 | 361 | 301 | 277 | 339 | 347 | 404 | 312 | 382 | 331 | 337 | 4,134 |
| CRD | 12 | 15 | 13 | 11 | 10 | 12 | 12 | 14 | 11 | 14 | 12 | 12 | 148 |
| SBD | 43 | 54 | 47 | 39 | 36 | 44 | 45 | 53 | 41 | 50 | 43 | 44 | 539 |
| BUDGET VARIANCE ALLOC | | | | | | | | | | | | | |
| CTA | 2,993 | 5,892 | 0 | 0 | 9,072 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17,957 |
| CRD | 2,665 | 2,709 | 0 | 0 | 5,518 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,892 |
| SBD | 0 | 1,932 | 0 | 0 | 1,968 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,900 |
| TOTAL SVB PAYMENTS | | | | | | | | | | | | | |
| CTA | 22,958 | 30,587 | 46,732 | 18,109 | 25,759 | 20,371 | 20,888 | 24,228 | 43,820 | 22,960 | 19,905 | 20,271 | 316,588 |
| CRD | 12,060 | 14,349 | 12,694 | 8,514 | 13,358 | 9,588 | 9,832 | 11,417 | 11,312 | 10,815 | 9,367 | 9,541 | 132,847 |
| SBD | 3,716 | 6,520 | 5,503 | 3,374 | 5,080 | 3,790 | 3,887 | 4,502 | 4,967 | 4,269 | 3,705 | 3,772 | 53,085 |
| ADVANCE TO SERVICE BOARDS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RTA, UMP, COORD, MARKETING, MISC | 759 | 759 | 759 | 759 | 759 | 759 | 759 | 759 | 759 | 759 | 759 | 759 | 9,108 |
| 1984 GRANT MATCH (20,000) | 1,394 | 575 | 20,575 | 20,575 | 20,575 | 20,575 | 20,575 | 0 | 0 | 0 | 0 | 0 | 103,450 |
| 1985 GRANT MATCH (13,400) | 1,117 | 0 | 0 | 1,117 | 0 | 0 | 1,117 | 0 | 0 | 1,117 | 0 | 0 | 4,468 |
| 1986 GRANT MATCH (32,000) | 2,667 | 0 | 0 | 2,667 | 0 | 0 | 2,667 | 0 | 0 | 2,667 | 0 | 0 | 10,668 |
| CAPITAL GRANTS TO CTA | 441 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 441 |
| CAPITAL GRANTS TO CRD | 3,675 | 0 | 0 | 3,675 | 0 | 0 | 3,675 | 0 | 0 | 3,675 | 0 | 0 | 14,700 |
| CAPITAL GRANTS TO SBD | 500 | 0 | 0 | 500 | 0 | 0 | 500 | 0 | 0 | 500 | 0 | 0 | 2,000 |
| RTA CAPITAL PURCHASES | 50 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 200 |
| TOTAL EXPENSES | 49,337 | 52,790 | 86,263 | 60,734 | 65,531 | 55,083 | 65,344 | 40,906 | 60,858 | 48,206 | 33,736 | 34,343 | 653,131 |
| CASH BALANCE | 154,417 | 148,482 | 132,497 | 106,488 | 72,767 | 55,990 | 29,922 | 34,237 | 37,468 | 32,280 | 35,730 | 39,276 | 39,276 |

SALES TAX REVENUES: BUDGET VS ACTUAL
(In Thousands of Dollars)

| | 1985 <u>ACTUAL</u> | 1985 <u>BUDGET</u> | % <u>VARIANCE</u> | 1985 <u>YTD</u> <u>ACTUAL</u> | 1985 <u>YTD</u> <u>BUDGET</u> | % <u>VARIANCE</u> |
|------------|-----------------------|-----------------------|----------------------|-------------------------------------|-------------------------------------|----------------------|
| January | 23,316 | 23,880 | (2.36) | 23,316 | 23,880 | (2.36) |
| February | 23,853 | 24,380 | (2.16) | 47,169 | 48,260 | (2.26) |
| March | 29,757 | 25,582 | 16.32 | 76,926 | 73,842 | 4.18 |
| April | 28,764 | 27,917 | 3.03 | 105,690 | 101,759 | 3.86 |
| May | 29,712 | 29,169 | 1.86 | 135,402 | 130,928 | 3.42 |
| June | 28,320 | 30,395 | (6.83) | 163,722 | 161,323 | 1.49 |
| July | 30,317 | 28,106 | 7.87 | 194,039 | 189,429 | 2.43 |
| August* | 25,956 | 28,019 | (7.36) | 219,995 | 217,448 | 1.17 |
| September* | 27,488 | 28,855 | (4.74) | 247,483 | 246,303 | 0.48 |
| October* | 27,000 | 28,519 | (5.33) | 274,483 | 274,822 | (0.12) |
| November | | 29,692 | | | 304,514 | |
| December | | 35,686 | | | 340,200 | |

*August through October actuals are estimates provided by the Illinois Department of Revenue. These estimates will be adjusted once the Department corrects computer problems they are currently experiencing.

SALES TAX REVENUES: BUDGET VS. ACTUAL

